



SECTION 4: CURRENT CORRIDOR PLANS

SR1

SR 1 - Dover Air Force Base south to Nassau

Timeframe: 1991 - 1998

Status: Plan Completed

Strategy for Delaware Route 1

The plan for Delaware Route 1 is to convert the corridor to limited access over time.

This will be accomplished by:

- Purchasing property rights (access rights, development rights, fee simple) as new development is proposed (reactive approach).

We are considering taking a more proactive approach to purchase of property rights in the future. This will involve the development of criteria to prioritize property acquisitions.

- Coordinate new development with proposed improvements.
- Prioritize capital projects (i.e. interchanges, service roads) identified in the completed corridor plan.

Develop a monitoring/triggering program to better define the appropriate timing to construct proposed improvements.

- Interim improvements - Determine whether less expensive interim improvements may be made.
- Design and build capital projects as needed.

(See Section 2 for specifics in Communities, Developing Areas, Secondary Developing areas and Rural locations)

CURRENT CORRIDOR PLANS

SR1

SR 1 Background

The SR 1 corridor includes all property with frontage on SR1 or located within 500 feet of its centerline. The limits of the SR1 corridor are the Dover Air Force Base (DAFB) to the north, and the Nassau overpass near Lewes to the south. The corridor is approximately 46 miles long, and extends through Kent and Sussex Counties. SR 1 serves as the main north-south highway to access the Delaware beach resort area. Prior to completion of the ten projects listed below, in addition to resort traffic, eastern Sussex County had been experiencing a high rate of growth in year-round residential traffic and supporting commercial development. This led to increased congestion and safety issues due to increased travel demand and the mixing of local and through traffic.

To address these congestion and safety issues, DelDOT constructed a limited access highway from DAFB south of Dover northward to I-95. Construction began in the 1980s and was completed in 2002. The corridor was originally one of ten Federal Highway Administration (FHWA)-funded pilot projects in the national corridor capacity preservation program. In 1996, legislation was passed making SR1 the first of four corridors in Delaware's Corridor Capacity Preservation Program. This allowed DelDOT to develop a long-range plan that set forth major goals, policies, strategies, and priority actions that meet the transportation needs for the State.

Project Scope and Cost

SR1 is the largest public works project ever undertaken in the state of Delaware. The new route connects Tybouts in New Castle County to Routes 13 and 113 south of Dover and provides a controlled access connection from I-95 to those highways south of Dover. The route was planned to minimize impacts on wetlands, agricultural and historic resources. Total cost of the project for planning, engineering design, right-of-way acquisition, environmental remediation, construction, inspection and debt service reached close to one billion dollars. Construction contracts accounted for over \$470 million.

The project moved over 28 million cubic yards of soil, laid over 1.1 million tons of asphalt pavement, and placed over 1.4 million square yards of concrete. One of the most recognizable landmarks of the project is the C&D Canal Bridge. This award-winning concrete cable-stayed bridge has a total length of 4,650 feet and provides a 138-foot vertical clearance for ships passing through the canal.

CURRENT CORRIDOR PLANS

SR1

Sensitivity to the Environment / Heritage

The project showed sensitivity to natural resources by preserving existing wetlands as much as possible and creating over 488 acres of new wetlands to replace those which could not be avoided. By partnering with the natural resource agencies, DelDOT was able to coordinate the construction of the new wetlands with the roadway construction, which provided many benefits.

One example was the reuse of massive amounts of earth that needed to be removed during construction. The excavated earth or fill was used to create the new wetlands and to construct the roadway embankment. Reuse of this fill kept thousands of dump trucks off local roads.

Another important consideration was the preservation of our heritage. DelDOT worked with the State Historic Preservation Office and preservation groups to determine if the project area had historical significance. Before construction, DelDOT conducted extensive archeological excavations to learn more about how the early residents of this region lived and interacted. DelDOT involved the public by holding open houses and inviting schools to visit the sites and participate in digs.

Current phases of these projects have been completed. However, future planned phases, such as service roads or interchanges, may be triggered by criteria such as population growth or rising traffic counts.

Project 1 - Nassau to Overbrook

Project 2 - SR 16 Interchange

Project 3 - SR 5 Intersection

Project 4 - Argos Corner to South Milford / Phase I - SR 30 Extensions to Bus Route 1

Project 5 - Milford By-Pass

Project 6 - North Milford to Spring Hill / Phase I - K19 Interchange and Widen Shoulders

Project 7 - South Frederica

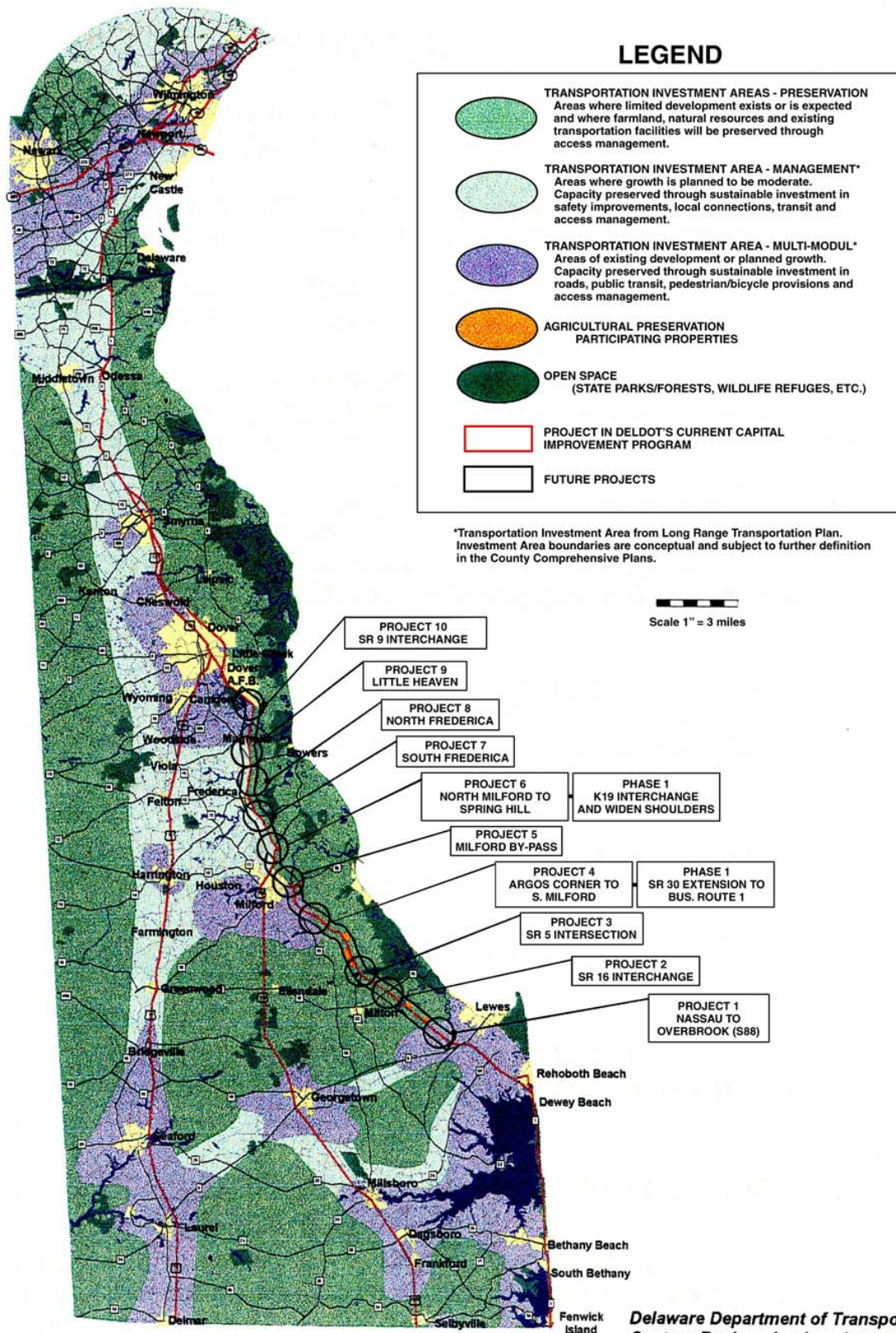
Project 8 - North Frederica

Project 9 - Little Heaven

Project 10 - SR 9 Interchange

CURRENT CORRIDOR PLANS

CCPP SR1, Nassau to Dover Air Force Base



CURRENT CORRIDOR PLANS

SR1 Workshops

Project Summary Update

The following project summary compares the SR1, Corridor Capacity Preservation program as presented at the WORKSHOP held on July 17, 1996, with the information developed in the past two years.

NASSAU TO OVERBROOK (S88)

WORKSHOP JULY 17, 1996

- Reserve or purchase right-of-way for service roads as improvements are needed in the long term
- Continue to coordinate with the Agriculture Preservation Program
- Purchase Development rights

WORKSHOP OCTOBER 21, 1998

- Multimodal Investment Area
- PHASE I - Grade separation at S265 and at S88 using the existing roads as the ramp access
- PHASE II - Construct a new southbound lane south of Red Mill Pond; then transition north of Red Mill Pond to the east side and construct a new northbound lane to north of S88
- Continue to coordinate with the Agriculture Preservation Program
- Purchase Development Rights
- Reserve or purchase right-of-way for future improvements in the long term

OVERBROOK (S88) TO WAPLES POND

WORKSHOP JULY 17, 1996

- Reserve or purchase right-of-way for future service roads and a grade separated interchange to replace existing signalized intersection at SR16
- Continue to coordinate with the Agriculture Preservation Program
- Purchase Development Rights
- Intersection improvements at SR5 to eliminate the east to north movement. Use SR16 for that movement

CURRENT CORRIDOR PLANS

SR1 Workshops

WORKSHOP OCTOBER 21, 1998

- Preservation Investment Area
- Grade separated interchange at SR16
- Intersection improvements at SR5 to eliminate the east to north movement. Use SR16 for this movement.
- Continue to coordinate with the Agriculture Preservation Program
- Purchase Development Rights
- Reserve or purchase right-of-way for future improvements in the long term

WAPLES POND TO ARGOS CORNER

WORKSHOP JULY 17, 1996

- Reserve or purchase right-of-way for future improvements in the long term
- Continue to coordinate with the Agriculture Preservation Program
- Permit access for agriculture use only
- Purchase Development Rights

WORKSHOP OCTOBER 21, 1998

- Preservation Investment Area
- Reserve or purchase right-of-way for future improvements in the long term
- Continue to coordinate with the Agriculture Preservation Program
- Purchase Development Rights

CURRENT CORRIDOR PLANS

SR1 Workshops

ARGOS CORNER TO SOUTH MILFORD

WORKSHOP JULY 17, 1996

- Argos Corner By-Pass is a controlled access facility
- Refine Site Development Plans
- Purchase Development Rights and Access Rights
- Reserve or purchase right-of-way for future improvements in the long term
- Provide connection between SR30 and SR1 Business
- Coordinate and minimize impacts to proposed subdivision as improvements to SR1 are needed in the future

WORKSHOP OCTOBER 21, 1998

- Multimodal Investment Area west of SR1 and Preservation Investment Area east of SR1
- PHASE I - Extend SR30 to SR1 Business Route funded for design FY1998 and construction FY2001
- PHASE II - Construct grade separation interchange at SR1/SR30 intersection using existing roads as the on/off ramps
- PHASE III - Construct new southbound lane of SR1 from Argos Corner By-Pass to north of S207. Existing northbound lane will become a service road. North of S207 construct a service road to the east connecting to S206.
- PHASE IV - Construct interchange at Argos Corner S224/SR1
- Reserve or purchase right-of-way for future improvements in the long term

MILFORD BY-PASS

WORKSHOP JULY 17, 1996

- Milford By-Pass is a controlled access facility
- Eliminate cross traffic at S209. This was completed in 1997-1998.
- Provide grade separated interchange SR1/K409
- Eliminate cross traffic at North 10th Street

CURRENT CORRIDOR PLANS

SR1 Workshops

WORKSHOP OCTOBER 21, 1998

- Management Investment Area
- The proposed improvements remain the same now as at the 1996 WORKSHOP.

NORTH MILFORD TO SOUTH FREDERICA

WORKSHOP JULY 17, 1996

- Reserve or purchase right-of-way for future improvements in the long term.
- Minimize disruption to property owners
- Purchase Development Rights and Access Rights
- Coordinate and refine Site Development Plans

WORKSHOP OCTOBER 21, 1998

- Management Investment Area south of K19. North of K19, west of SR1 is Management Investment Area and east of SR1 is Preservation Investment Area.
- PHASE I - Construct grade-separated interchange at SR1/K19 to eliminate signalized intersection. Also reconstruct and widen shoulders. K409 north to K403
- PHASE II - Construct relocated Road K125 over SR1 and connect to K406. Existing K409 would be on/off access from SR1. At South Frederica, construct overpass to east side and connect to K120. On the west side and connect to K120. On the west side extend K119 north to K10. Construct access ramps off SR1 and close existing crossovers.

SOUTH FREDERICA TO NORTH FREDERICA

WORKSHOP JULY 17, 1996

- Purchase Access Rights
- Purchase Development Rights
- Reserve or purchase right-of-way for future improvements in the long term
- Continue to coordinate with the Agriculture Preservation Program
- Minimize disruption to property owners as improvements are needed in the long term

CURRENT CORRIDOR PLANS

SR1 Workshops

WORKSHOP OCTOBER 21, 1998

- Management Investment Area west of SR1 and Preservation Investment Area east of SR1
- Construct grade separated interchange at SR1/K12 as access on/off southbound lane and construct new access on/off northbound lane
- Continue to coordinate with the Agriculture Preservation Program
- Purchase Development Rights
- Purchase Access Rights
- Reserve or purchase right-of-way for future improvements in the long term

NORTH FREDERICA TO NORTH LITTLE HEAVEN

WORKSHOP JULY 17, 1996

- Reserve or purchase right-of-way for future improvements including service road and grade separated interchange in the long term
- Purchase Access
- Purchase Development Rights
- Continue to coordinate with the Agriculture Preservation Program

WORKSHOP OCTOBER 21, 1998

- Management Investment Area west of SR1 and Preservation Investment Area east of SR1
- Construct new Northbound lane from north of K372 to north of Little Heaven K373. Also construct a service road on the east side leaving the existing southbound lane as a service road on the west. Continue the service road on the east to bridge SR1 connect to US 113A opposite the Barkers Landing development. Access on/off SR1 will be at K373.
- Reserve or purchase right-of-way for future improvements in the long term

CURRENT CORRIDOR PLANS

SR1 Workshops

NORTH OF LITTLE HEAVEN TO DOVER AIR FORCE BASE

WORKSHOP JULY 17, 1996

- Reserve or purchase right-of-way for future improvements including service road and grade separated interchange in the long term
- Purchase Access Rights
- Purchase Developments Rights
- Refine Site Development Plans
- Continue to coordinate with the Agriculture Preservation Program

WORKSHOP OCTOBER 21, 1998

- Multimodal Investment Area west of US113/SR1 and Preservation Investment Area east of SR1 from Little Heaven to SR9. From SR9 to DAFB is a Management Investment Area
- Construct grade separated interchange at SR1 and SR9
- Continue to coordinate with the Agriculture Preservation Program
- Purchase Development Rights
- Purchase Access Rights
- Reserve or purchase right-of-way for future improvements in the long term

CURRENT CORRIDOR PLANS

US Route 13

US Route 13 - Route 10 in Camden South to the Maryland State Line



Timeframe: 1998 - 2002

Status: Plan Completed

Current phases of these projects have been completed. However, future planned phases, such as service roads or interchanges, may be triggered by criteria such as population growth or rising traffic counts.

History

- September 27, 1996 - U.S. Route 13 corridor nominated for CCPP, with notice to each county and municipality seeking comments.
- October 1996 - public hearings on the nomination held in each county.
- December 31, 1996 - 90- day public comment period ends.
- February 1997 - U.S. Route 13 corridor adopted into the Program.

CURRENT CORRIDOR PLANS

US Route 13

Strategy for US Route 13

The plan for US Route 13 is to minimize new entrances and traffic signals along the corridor. This will be accomplished by the following:

- Work with municipalities along the corridor to develop master plan
- Complete the Corridor Plan
- Use Corridor Plan as a guideline for local municipalities, property owners, and developers
- Creation of series of service roads and access enhancements in developing areas to accommodate new development
- Permit direct access for low traffic generating development in Secondary Developing Areas
- Purchase of property rights in Secondary Developing and Rural Areas as new development is proposed (reactive approach). We are considering taking more of a proactive approach to purchase of property rights in the future. This will involve the development of criteria to prioritize property acquisitions.
- Prioritize capital projects (i.e. interchanges, service roads) identified in the completed corridor plan. Develop a monitoring/triggering program to better define the appropriate timing to construct proposed improvements.
- Design and build capital projects as needed.

(See Section 2 for specifics in Communities, Developing Areas, Secondary Developing areas and Rural locations)

CURRENT CORRIDOR PLANS

US Route 13

US Route 13

Background and Scope

Prior to the construction of SR1, Routes 13 and 113 served as the main north/south highway connecting Delawareans to Sussex County beach resort areas. Route 13 links to the new SR1 and also was originally intended as a bypass around the State's capital in Dover. However, many restaurants, retail and service businesses, as well as Dover Downs Speedway and Slots, and Delaware State College have grown up along the bypass, leading to increased congestion and many intersections where accidents are more likely to occur. Traffic often slows significantly at the point where Routes 13 and 113 meet.

Route 13 runs through farmland and many of Delaware's small towns including Bridgeville, Camden, Delmar, Felton, Greenwood, Harrington, Laurel, Seaford and Woodside. Improvements seek to make it easier for local traffic to separate from through-traffic and to reduce the number of intersections and traffic lights that slow through traffic. Improvements such as service roads, intersection improvements, addition of connecting roads and deceleration lanes, signal timing improvements, shoulders and turn radii are planned for these areas. See maps for specifics of Corridor Capacity Preservation Plans.

US Route 13 Local Municipal Coordination

Workshops were held throughout Kent and Sussex Counties where local leaders, business and agricultural representatives, and residents worked with DelDOT to formulate plans for the Route 13 corridor. Following are the locations and dates the meetings were held and a brief summary of what took place.

US Route 13 Improvement Plans

(See improvement plan maps for Bridgeville, Camden, Delmar, Felton, Greenwood, Harrington, Laurel, Seaford and Woodside that follow.)

CURRENT CORRIDOR PLANS

US Route 13 Working Groups

Local Municipal Working Groups

Felton

A formal working group was not established. Instead the US 13 CCPP worked with the Town through open Town council meetings at the Felton Town Hall.

Meeting Dates: July 10, 2000
 August 14, 2000
 September 11, 2000
 October 2, 2000

Workshop: January 18, 2001
 Felton Fire Hall

Plan: The Felton Plan is complete and it was sent to the Town for acknowledgement on March 7, 2001. The Plan includes the median channelization of the US 13/Peach Basket Road/Andrews Lake Road intersection, access to the Ludlow property, and it identified properties with alternative access.

Harrington

A formal working group was established. The members include representatives from the City of Harrington, Emergency Services, the State Fairgrounds, and property owners. All working group meetings were held at the Harrington City Hall.

Meeting Dates: August 4, 1999
 January 13, 2000
 March 1, 2001
 March 29, 2001
 May 3, 2001
 May 24, 2001

Workshop: September 20, 2001
 Harrington Fire Hall

Plan: The Harrington Plan is currently being finalized and will be sent to the City for acknowledgement when available.

CURRENT CORRIDOR PLANS

US Route 13 Working Groups

Greenwood

A formal working group was not established. Instead the US 13 CCPP worked with the Town through open Town council meetings at the Greenwood Town Hall.

Meeting Dates: August 1, 2000
September 5, 2000
January 2, 2001

Workshop: No workshop was required since improvements were to be developer-funded.

Plan: The Greenwood Plan is complete and it was sent to the Town for acknowledgement on March 5, 2001. The Plan includes a service road east of US 13 from south of the Town limits to north of SR 16 and it identifies four access points on US 13 and two access points on SR 16. The Town adopted the Plan during the April 3, 2001 Town Council meeting.

Bridgeville

A working group was established with the Bridgeville Planning Commission and community members. All working group meetings were held at the Bridgeville Town Hall.

Meeting Dates: August 10, 1999
September 11, 2000
April 3, 2001
May 15, 2001
August 23, 2001

Workshop: September 18, 2001
Bridgeville Fire Hall

Plan: The Bridgeville Plan is currently being finalized and will be sent to the Town for acknowledgement when available.

Seaford

A formal working group was established. The members include representatives from the City of Seaford, Emergency Services, and property owners. All meetings were held at the City Hall Annex.

Meeting Dates: May 2, 2000
May 16, 2000
March 27, 2001
April 24, 2001
June 28, 2001

Workshop: October 30, 2001
Seaford Middle School

Plan: The Seaford Plan is currently being finalized and will be sent to the City for acknowledgement when available.

CURRENT CORRIDOR PLANS

US Route 13 Working Groups

Laurel

A second working group was established and started where the previous working group left off. The members include representatives from the Town of Laurel, business community, and property owners. All working group meetings were held at the Laurel Town Hall.

Meeting Dates: July 29, 1999
 October 14, 1999
 February 9, 2000
 February 22, 2000
 May 9, 2001
 May 23, 2001
 June 19, 2001
 August 8, 2001

Workshop: November 1, 2001
 Laurel High School

Plan: The Laurel Plan has been finalized and sent to the Town for acknowledgement.

Delmar

A formal working group was established. The members include representatives from the Town of Delmar, business community, and property owners.

Meeting Dates: April 11, 2000
 May 23, 2000
 June 20, 2000

Workshop: N/A

Plan: The Delmar Plan is complete and was given to the Town and affected property owners. The Plan includes service roads east and west of US 13 and median improvements.

CURRENT CORRIDOR PLANS

US Route 13 Working Groups

Emergency Services

DelDOT met with representatives from various emergency services (police, fire, ambulance) for both Kent and Sussex County to review and receive input on the U.S. Route 13 Corridor Plan.

Kent County Meeting: September 13, 2001
DelDOT Administration Building in Dover

Sussex County Meeting: September 14, 2001
DelDOT South District Office in Georgetown

Kent County Coordination

A formal working group was established. The members include representatives from the County, state regulatory agencies, and business community. All working groups meetings were held at the Kent County Administration Building in Dover.

Upon completion of the working group meetings, a countywide public workshop was held to solicit additional public comments on the Plan in Kent County.

Meeting Dates: October 11, 2000
November 15, 2000
January 24, 2001
April 4, 2001
May 1, 2001 (Presentation to Kent County Levy Court)

Workshop: November 27, 2001
W.T. Chipman Middle School in Harrington

Sussex County Coordination

A formal working group was not established. Instead, the CCPP Team met with Bob Stickels, Sussex County Administrator, and Lawrence Lank, Director of Sussex County Planning and Zoning on August 29, 2001, to discuss the U.S. Route 13 Corridor Plan in Sussex County.

Further, each of the Sussex County Councilmen participated in the working group meetings for their respective area as well as attended the local workshop for that area. Upon completion of the working group meetings and local area workshops, a countywide public workshop was held to solicit additional public comments on the Plan in Sussex County.

Workshop: December 4, 2001
Seaford Middle School

CURRENT CORRIDOR PLANS

US Route 113/ SR48

US Route 113 - Milford south to the Maryland State Line

Timeframe: 2002 - 2004

Status: Plan Being Developed

Strategy for US Route 113

The plan for US Route 113 is to minimize new entrances and traffic signals along the corridor and over time convert the facility to limited access highway to possibly include bypasses around existing municipalities. This will be accomplished by the following:

- Initiate the corridor planning effort (to begin in 2002)
- Coordinate with local municipalities and property owners along the corridor
- Develop location of on alignment and off-alignment improvements
- Determine phased approach to constructing limited access highway

(See Section 2 for specifics in Communities, Developing Areas, Secondary Developing areas and Rural locations)

SR 48 - Hercules Road to Route 41

Timeframe: 2002 - 2004

Status: Plan Being Developed